

April 9, 1999

MEMORANDUM 99-04

To: District Directors
District Construction Engineers
District Materials and Testing Engineers
Project Engineers/Supervisors
Toll Road General Manager
Toll Road Operations Engineer
District Area Engineers

From: Timothy D. Bertram, Chief Operations Support Division *Timothy D. Bertram*

Subject: Longitudinal Joints in HMA

Attached is a sketch illustrating the proper technique for compaction of the longitudinal joints in HMA work. National research has found that this procedure improves the compaction of longitudinal joints, which is supported by INDOT research. This change was included in the 99-02 memorandum. Please ensure that contractor's revise their QCP to reflect this change.

Important items to be address in the contractor's QCP and 402 compaction operations are as follow:

1. The uncompacted HMA abutting a cold mat (Fig 2) should be laid 6 mm per 60 kg/m² (1/4 in. per 110 lb/yd²) higher than the cold mat. Any HMA placed on top of the cold mat shall be removed from the cold mat as shown on Figure 3 prior to compaction.
2. The first pass of the breakdown roller to the paver and the return pass from the paver shall overlap an unconfined edge or cold mat by 150 mm (6 in.).
3. The entire width of the mat shall receive a uniform number of passes of the compaction equipment. If the mat is tender with pushing and shoving during the compaction operation, the rolling operation shall be delayed until the mat becomes stable under the roller.

Any questions should be directed to the Construction Field Engineer for your district.

TDB:RLY:rlly

Attachment

cc: R. Smutzer
FHWA
APAI
ICI
CEI
file

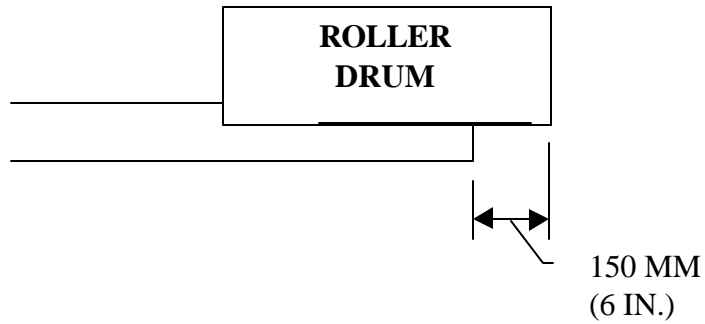
July 29, 2002

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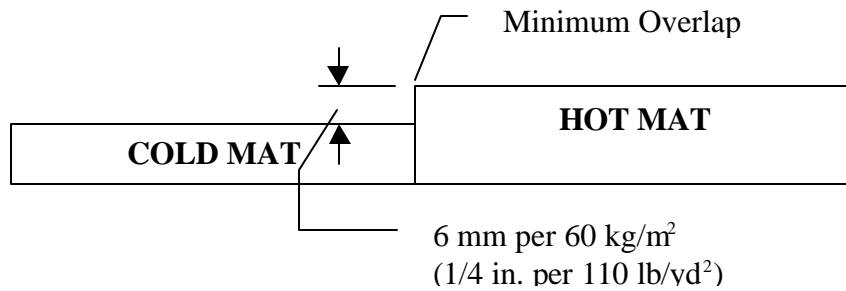
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LONGITUDINAL JOINT COMPACTION

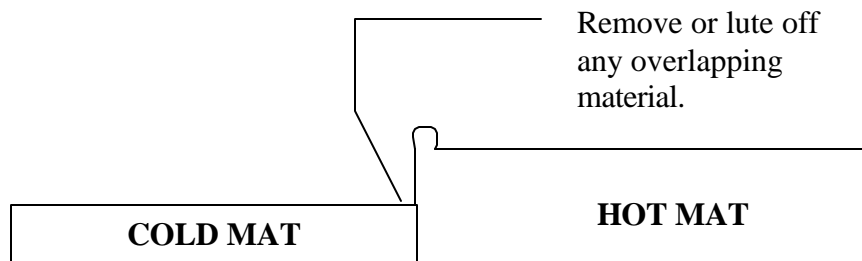
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